

Connections

January 2010

I-64 Opens Three Weeks Early

Half Billion Dollar Project Finishes \$11 Million Under Budget

By Linda Wilson

10 miles of highway. 13 interchanges. 8 major bridges/overpasses.
\$11 million under budget.

After nearly three years of construction and two years of 5-mile sections of complete interstate closures, the I-64 project reopened to traffic more than three weeks early. More than 20,000 people celebrated the reopening with the “Fun on the Freeway” celebration Dec 6.

“Many people said it couldn’t be done,” said MoDOT Director Pete Rahn. “They said we couldn’t close a highway. We couldn’t do it in three years and we couldn’t do it for the half billion dollar budget we had available. Now it is done and we have exceeded every goal we set out to achieve. I’m very proud of the MoDOT team and the contractors involved in this success.”

The success was celebrated with many

activities. A 5K run and cycling time trial events christened the new road early Sunday morning with 2,500 runners and 300 cyclists participating. From noon to 4 p.m. the public was invited to walk, run, bike, trike or roller skate on the roadway. The eastern five miles of I-64 from Hanley Road to Kingshighway Boulevard turned into a giant festive street party.

“It was a proud day for MoDOT and the staff involved in this project,” said MoDOT I-64 Project Director Lesley Hoffarth. “All day people were shaking our hands and congratulating us. It is the fulfillment of 10 years of hard work to see this day.”

The official ribbon-cutting ceremony was at 3 p.m. on the westbound lanes of I-64



Shaun Schmitz

between Hampton Avenue and the Tamm Avenue bridge. District Engineer Ed Hassinger and Director Rahn led the festivities and introduced Missouri Highways and Transportation Commission Chairman David Gach, other commission members, U.S. Federal Highway Administrator Vic-

tor Mendez, U.S. Congressman William Lacy Clay, State Rep. Rachel Storch, St. Louis County Executive Charlie Dooley, St. Louis Mayor Francis Slay and other elected officials.

The Missouri State Legislature named the section of I-64 in the St. Louis City limits

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New Texting PSAs Spell Out Grim Reality

by Reeve White

You text. You're next.

If it sounds grim, it's because all too often it is. Distracted driving is the leading cause of traffic crashes in Missouri and nationwide.

Studies show texting drivers spend up to 400 percent more time with their eyes off the road.

In Aug. 2009, Missouri became the 23rd state to ban texting while driving, but only one of nine states to limit it to a specific age group: 21 and under. The fine for violating Missouri's texting law is steep at \$200.

The Missouri Coalition for Roadway Safety has created radio public service announcements to remind teens that texting while driving is illegal and can have serious consequences.

"The PSAs should serve as reminder that all drivers, not just teens, should focus on the road and not on distractions that can cause accidents," says Leanna Depue, director of the Highway Safety Division. "Put the cell phone down. That text can wait. Your life can't."

Get more information and listen to the PSAs at www.saveMOLives.com. You text. You're next.

New Fuel Cards for a New Year

MoDOT has joined other state agencies in using a new fuel card system. On Jan. 1, 2010, MoDOT employees began using Wright Express, or WEX, cards to fuel their vehicles. Voyager cards expired Dec. 31, 2009.

Using the new card is simple because it follows the exact same process you're already used to. Look for the WEX symbol on the fuel pump (see graphic) and enter your odometer reading and PIN number before you begin fueling. Your PIN number is the same as it was under the Voyager system. Please remember to enter the full six digit number, as the WEX card will not allow you to fuel without it.

WEX offers nearly the same, if not more, fueling locations. To locate merchants that accept WEX, go online at www.wrightexpress.com/WEX/wex-universal-locations.cfm. For more information, go to General Services' page on the Intranet at wwwi or contact your district fuel card representative.



MoDOT's 2009 Top Ten List of Accomplishments

We've come a long way in proving we are accountable with the resources we're given. In fact, this year 89 percent of Missourians told us they trust us to keep our commitments to the public and 85 percent said they are satisfied with the job we're doing. Our efforts to create jobs, save lives, improve our transportation system and grow communities make us proud to share our top 10 achievements for 2009.

1. Highway Deaths Continue to Drop

Undoubtedly saving lives is our most important endeavor. Traffic deaths fell from 992 in 2007 to 960 in 2008. Between 2005 and 2008 traffic deaths have decreased 24 percent. Preliminary figures for 2009 show a 10 percent decrease in fatalities on Missouri highways when compared to 2008.



2. I-64 Reopens Early, Under Budget

Missourians had fun on the freeway on Dec. 6, the day before the second stretch of the new I-64 in St. Louis opened to traffic almost a month ahead of schedule and \$11 million under budget. The opening culminated the largest project in MoDOT history, which involved rebuilding 10 miles of interstate highway in the heart of St. Louis.

3. Missouri Claims First-in-the-Nation Recovery Act Project

Within minutes of President Barack Obama signing the American Recovery and Reinvestment Act, we became the

first state in the nation to put people to work on an economic stimulus project. U.S. Transportation Secretary Ray La-



Hood commented: "Missouri has done a terrific job of using recovery funds to invest in good transportation projects across its cities, suburbs and rural communities. These efforts are really making a difference to the folks who live and work in Missouri."

4. 86 Percent of Major Highways Now in Good Condition

The percentage of major highways in good condition rose to 86 percent in 2009, a hefty jump from 2004 when only 47 percent of major roads were in good condition. Missouri's improved road conditions prompted truck drivers who responded to an Overdrive magazine survey to rank Missouri's



highways as the fifth best in the nation.

5. More Than 100 Bridges Fixed

In the past year, we repaired or replaced 121 of the state's worst bridges under our Safe & Sound Bridge Im-



provement Program. Since the program began in September 2008, we have been fixing a bad bridge every 1.8 days. When the program is finished in October of 2013, we will have improved 802 bridges.

6. 89 Percent of Missourians Trust MoDOT to Keep Its Commitments

We have worked hard to complete projects on time and within budget and to provide a dollar of value for every dollar we spend. Our success in improving roads and bridges, creating jobs, making our highways safer and impacting economic growth is reflected in the fact that 89 percent of Missourians trust us to keep our commitments, and 85 percent are satisfied with the job we're doing.

7. Radical Cost Control Saves Taxpayers Millions

We fulfilled our pledge to complete projects on time and within budget this past year by bringing in 461 projects under budget to the tune of \$135 million. For the last five fiscal years, we have awarded 2,151 projects costing \$5.7 billion. Those projects were completed 5.5 percent under budget saving taxpayers more than \$334 million.

8. Diverging Diamond Interchange is First in Western Hemisphere

Driving on the left side of the road may not seem like a logical way to design



a highway interchange, but that's the concept behind a new project MoDOT delivered in June at the intersection of

Route 13 and Interstate 44 in Springfield, Mo. The unique configuration, the first of its kind in the Western hemisphere, also piqued the interest of Popular Science magazine, which named the interchange as one of its 100 best innovations of the year.

9. Mississippi River Bridge Moves Closer to Construction

Bids for a new Mississippi River Bridge in St. Louis were opened Dec. 8. The \$640 million project will relocate Interstate 70 one mile north of the Martin Luther King Bridge. The four-lane bridge – two lanes in each direction – will remove about 40,000 vehicles daily from existing downtown bridges.

10. Amtrak Increases Reliability

More than 90 percent of the Missouri River Runner trains that run between Kansas City and St. Louis arrived on time or ahead of schedule this past year. During the busy Thanksgiving holiday week, the east-west Amtrak service was on schedule 100 percent



of the time. A contributing factor is a recently finished siding project located just west of California, Mo. that allows slower freight trains to move off the main track so faster passenger trains can pass through.

I-64 Opens

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the “Jack Buck Memorial Highway” in honor of the Hall of Fame St. Louis Cardinals Broadcaster. Buck’s daughter, Julie, spoke at the ceremony and his widow Carol Buck and family were in attendance to unveil the new sign.

The I-64 project was MoDOT’s first Design-Build contract and featured a fixed cost contract with an extremely flexible procurement process. The contract was completed by Gateway Constructors, a joint venture contract between Granite Construction Inc of Watsonville, Calif., teamed with local St. Louis contractors Fred Weber Inc. and Millstone-Bangert Inc.

One innovative approach to the project was an effort to include a diversified workforce. In 2006, community leaders, skilled trades, contractors, training centers and MoDOT came together to discuss the problems of diversity in the construction workforce and how to improve it. The end result was the funding of several pre-apprentice training programs to train, place and retain workers. Gateway Constructors had more than 90 individuals participate in the on-the-job training program with an average of 50 at any one time. Nine of those individuals reached their journey level status while on the I-64 project. Overall the project had 19 percent minorities in the workforce, which exceeds the federal goal of 14.7 percent.

“The workforce efforts on I-64 have set a new model for working with communities and striving to have our work-

force reflect the community within we are working,” said Hassinger. “We will use the lessons learned from I-64 as we move forward with more projects in the St. Louis area and around the state.”

The regional cooperation in traffic handling and communications has also set a new model for how MoDOT will do business. MoDOT developed

a new level of partnership with St. Louis County and St. Louis City. They worked together to determine what improvements were needed for the region’s roads and then worked together to monitor them and make adjustments once I-64 was closed. The communications efforts to share this information with the public were constant and

transparent so drivers always had access to the latest updates.

“The lasting benefit to St. Louis beyond the new concrete and steel is the focus on regional cooperation,” said Hassinger. “We are not just one team MoDOT, we have become one team St. Louis.”

Visit www.youtube.com/modotvideo to watch the New I-64 video.



I-64 By the Numbers

10 Miles of Reconstructed Roadway
13 Interchanges (Spoede, Lindbergh, Clayton/Warson, McKnight, Brentwood, I-170, Hanley, Big Bend, Bellevue, McCausland, Clayton/Skinker, Hampton, Kingshighway)
8 Major Bridges/Overpasses
456,156 Tons Recycled Material
261,235 Cubic Yards of Concrete Pavement
157,381 Linear Feet of Barrier Walls
413,000 Square Feet of Retaining Walls
238,000 Square Feet of Bridge Deck Panels
5 Million Pounds of Structural Steel
11.5 Million Pounds of Reinforcing Steel
60,000 Cubic Yards of Structural Concrete
456 Concrete Beams
1.5 Million Cubic Yards of Earth Excavation
38,000 Cubic Yards of Rock Excavation
95,000 Linear Feet of Pipe

Meet Your Commissioners



This month, we learn more about Commission Vice Chairman Rudolph E. Farber.

Q: Please tell us a little about your background and career.

A: I’ve spent most of my life in Neosho where I graduated from high school in 1959. I attended Northwestern University and graduated in 1963 with a Bachelor of Science in Business. In 1964, I completed an MBA at Columbia

University in New York City. I entered active duty in the U.S. Navy and was stationed in Atsugi, Japan as the Assistant Navy Exchange Officer. After completing my tour, I returned to Neosho and took a place in my family’s bank where I had begun to work while in high school and now occupy the position of Chairman of the Board.

In addition to working in the bank, I am active in economic development with the local chamber of commerce as well as the Missouri Chamber of Commerce and the Hawthorn Foundation. In view of this, being a part of the MHTC fits very well as safety and economic development are major goals.

Education is also an area of interest having served on the boards of the Crowder College Foundation as well as being a founding member of the Neosho R-5 Schools Charitable Foundation. I am currently very active in attempting to bring a medical school to Missouri Southern State University.

Q: What has been your most interesting experience as part of the commission?

A: Being on the commission has been and continues to be a great experience. In addition to an appreciation for the wonderful MoDOT staff, I have been most impressed by the relationships that exist among the commissioners. In the almost three years I have served, I have yet to hear a derogative remark among commissioners or staff. Really quite unusual.

Traveling to commission meetings in communities all over the state is quite interesting as well as the opportunity to participate in road and bridge dedications. Being a part of the first DOT in the nation to break ground on a stimulus project was very exciting. I have also enjoyed making presentations to the bond rating agencies in New York City.

Q: What have you learned about Missouri transportation?

A: Serving on the commission has really impressed upon me the need to view transportation as a system and not to focus thinking on a single project. The decision to improve roads that carry the

most traffic means more Missourians get more bang for their buck.

Q: What are your hobbies and interests?

A: Mostly I read and enjoy visiting wine-growing areas around the world. Drinking the wine is not bad either.

Some of the things MoDOT employees may find of interest are: I have been happily married for 42 years to Dorothy Farber (we were married in Copenhagen, Denmark), I still retain a limited ability to speak Japanese, and I am actively engaged in historic redevelopment and restoration around the square in downtown Neosho.

Finally, when I was asked to serve on the MHTC, I called former Commissioner Jim Anderson and asked what type of time commitment might be required. Sly gentleman that he is, his reply was only a meeting a month. That was the truth, but not the whole truth. Another example of why he usually manages to make things happen the way he wants!

Pass it On!

Highway Worker Memorial Scholarship Fund

The American Road and Transportation Builders Association is offering a college scholarship opportunity to children of highway workers killed or permanently disabled on the job.



Applications are due by Feb. 26, 2010. Download an application or learn more about donating at www.artba.org/about/transportation-development-foundation/awards--scholarships/.

For Your Benefit

ePHIT® Program Puts You on the Road to Good Health in 2010:

by Laura Holloway

For Marisa Brown, community relations manager in District 3, her fitness goals have helped her enhance her home décor.

Coventry Health Care, the medical plan administrator for MoDOT and the Missouri State Highway Patrol, offers some unique opportunities to get involved in wellness programs and earn rewards along the way. Members log their activity and can earn points to redeem for items like fitness gear and gift cards. For Brown, that has meant three gift cards over the last year, two of which were for Lowe’s, which came in handy for a home remodeling project.

To participate, plan members must first register at My Online Services on the Coventry Plan Web site at www.modot-mshp-cvty.com. At that point, each member takes a health risk assessment and can then review the health improvement training programs available through My ePHIT®. These programs include:

- GetPHIT® provides personalized exercise designed to meet personal goals
- EatPHIT® provides diet and nutrition planning. This program provides tools and resources to support healthy eating using customized meal plans.
- LivePHIT® supports issues of life balance such as stress management skills, family communication and community involvement.
- FamilyPHIT® provides resources specific to the interests and concerns of children and teens. The two programs are called KidsPHIT® and TeenPHIT®.

Before you choose and create your plan, you can look through all of the plan options to determine the best way to meet your fitness goals.

Brown takes advantage of the GetPHIT program. She spends about 10 minutes every couple of weeks logging her past activity. Points are earned for exercise like hiking and running, but also for everyday activity like washing dishes, doing laundry or playing with your children. With regular exercise, it takes Brown approximately three months to earn her chosen gift card.

“You can modify the plan at any time,” said Brown. “A couple of months into the plan I started lifting weights and added competitive running, which boosted my points.”

Family members under the plan can participate and earn rewards as well. Online personal coaching is also available from the My ePHIT® staff of coaches specializing in exercise and nutrition.

For more information or to login to My Online Services, visit www.modot-mshp-cvty.com.

Did You Know?

As a MoDOT employee, you have access to tools to help you quit smoking through Coventry’s Quit-net program and the Employee Assistance Program through Magellan. Both programs are free and address the challenges of quitting tobacco. For details, visit www.coventrywellbeing.com or www.magellanhealth.com/member.

January Service Anniversaries

40 Years		Susan E. Barry	D4
Raymond J. Jansen	CO	Thomas P. Evans	D4
35 Years		Glen W. Holcomb	D4
Donny D. Whittle	D5	Alvin F. Rhorer	D5
30 Years		Michael J. Schupp	D5
Ron E. Harrison	D2	Robert J. Jany	D5
Gary L. Wulff	D4	Christine M. Redhage	D6
Mitchell E. Stumpe	D5	Charlotte M. Stewart	D6
Ronald R. Lottmann	D5	Deanna L. Venker	D6
25 Years		Debra L. Vinson	D8
Gregory J. Anderson	D1	James A. Jewsbury	D8
Jackie D. Clapham	D2	Larry D. Rothermich	D9
Randell K. Galloway	D3	Matthew B. Malone	D10
Steven E. Bryant	D4	Eric F. Krapf	D10
Randall E. Hartman	D4	Anousone Arounpradith	CO
Melbra D. Taylor	D4	David J. McEuen	CO
David E. Wood	D5	Boyd L. Denson	CO
Ronald A. Morris	D6	Stephanie J. Teasley	CO
Dana R. Edmondson	D6	Andrew L. Meyer	CO
Thomas Montes-De-Oca	D6	Travis D. Koestner	CO
Steven H. Lockett	D6	10 Years	
Mike D. Stafford	D8	William D. Noyes	D2
Earl J. Wallace	D8	Rodney G. Miller	D3
Linda W. Bokel	D8	Douglas B. Parson	D4
Johnny A. Hughes	D10	Kirk W. Sherman	D4
Richard C. Lamb	D10	Kevin E. Foster	D4
Kurt E. Gribble	CO	Phillip J. Williams	D5
Mark D. Zacher	CO	Lisa L. Kuntz	D6
William A. Stone	CO	Kurt W. Wengert	D6
John L. Martin	CO	Andrew J. Tuerck	D6
20 Years		James W. Snyder	D7
Warren E. McConkey	D1	Khoa V. Nguyen	D7
Donald R. Asher	D2	Tammy S. Childress	D9
Jennifer L. Hinson	D3	James B. Watson	D10
Gary W. Howell	D3	Kevin R. Plott	D10
Henry C. Uti	D4	Tommy R. Brown	D10
Michael W. Dusenberg	D5	Paul G. Roth	D10
Gregory Owens	D6	Jay S. Lancaster	D10
Randy C. Hitt	D6	Aaron C. Kemna	CO
Patrick M. Whitaker	D7	Darren J. Kemna	CO
Ronald E. Effland	D8	William J. Dunn	CO
Robert D. Merriman	D8	Joseph L. Alderson	CO
Laura M. Branstetter	CO	Michael D. Larimore	CO
Brett S. Trautman	CO	Susan L. Capehart	CO
Margaret E. Meier	CO	5 Years	
15 Years		Michael T. Burns	D1
Brent R. Jones	D1	Jonathan L. Bruner	D2
Diane M. Sipes	D1	Joseph A. Carter	D2
Darrin G. Lund	D1	David K. Hamlin	D3
James W. Schaefer	D3	Toshia M. Drebes	D3
Rick D. Brokes	D3	Steven M. Stegner	D4
		Michael D. Burson	D4

Chad L. Hessenflow	D4
William L. Landsman	D4
Gary D. Bernard	D4
Charles C. Zurn	D4
William W. VanDyne	D4
Wayne D. Jolley	D4
Daniel J. Oesch	D5
Marlan T. Berry	D5
Ron L. Green	D7
Nick A. Karr	D7
Justin L. Faucett	D7
James A. Raney	D8
Randell D. Cottengim	D8
Anthony W. Ramsey	D9
Kenneth A. Hill	D9
Terry K. Murray	D9
Regan L. Hughston	D9
Kevin C. Clark	D9
Marvin G. Adams	D9
Larry J. Sutton	D9
Leslie K. Norsworthy	D9
Jeffery D. Lanham	D9
Corey A. Menz	D10
Marie D. Oldham	D10
Christopher J. Koenig	CO
Sean P. Gilbert	CO

November Retirements

Name	Location	Years of Service
Michael W. Terry	D10	5
Thomas W. Richmond	D 3	44
Gary E. Butterworth	D4	21
Patrick G. Calhoun	D 4	30
Terry W. Burnett	D5	19
Gary Gastreich	D6	26

In Memoriam

Active	
Robert E. Kuehner	D6 December 1
Retirees	
Lawrence C. Glover	D8 November 7
John A. Cleek	D2 November 8
Robert L. White	CO November 10
Orville W. Krapf	D10 November 10
Billy K. Larson	D8 November 11
Jerry “Joe” J. Stewart	D10 November 17
Charles D. Joliffe	D2 November 21



CSA 2010 To Change Safety Assessment of Carriers and Drivers

In Summer 2010, the Federal Motor Carrier Safety Administration will implement Comprehensive Safety Analysis 2010. It changes the way motor carrier safety is assessed by putting a spotlight on unsafe behavior and the way motor carrier companies support safe driving.

The FMCSA found that drivers' and companies' poor safety performance can predict crash involvement. Specifically, under CSA 2010, the FMCSA and states will monitor behaviors related to unsafe driving practices, fatigue, driver fitness to operate, drugs and alcohol, vehicle maintenance and load/cargo securement. Safety-based roadside inspection violations and crash history is also studied.

Both the driver and the carrier are responsible for safety and performance under the new procedures. Carriers can expect earlier, more frequent contact by safety investigators who focus on specific unsafe behaviors. Corrective actions vary in severity. Examples include warning letters, increased inspection scrutiny, notices of violation and suspension of a carrier's fleet.

Because more attention is paid to individual drivers' safety and performance, those with unsafe habits can no longer elude safety programs by jumping from carrier to carrier. The Driver Pre-Employment Screening tool soon to be released will provide potential employers access to drivers' safety records before making a job offer. Although this tool is not part of CSA 2010, its timely

release can greatly aid motor carriers' through the hiring process.

MoDOT Motor Carrier Services Safety and Compliance and other investigators are pleased that they will be able to concentrate on improving proven poor performers. Those who behave badly or overlook safety infractions will experience more checks and inspections. Carriers and drivers who do the right thing won't have to spend as much time with law enforcement.

Law enforcement won't be the only check on safety. More complete safety performance assessments will be publicly available. The marketplace could change as shippers identify known unsafe carriers and avoid them.

For more information, visit www.fmcsa.dot.gov/csa2010.

Missouri Leads the Way in CSA 2010

Missouri was one of four states to employ CSA 2010 practices beginning in 2008 when the FMCSA asked former Enforcement Administrator Ben Goodin to join the effort. Goodin is one of three state partners on the national CSA 2010 team. He jumped at the chance to bring it to Missouri early. States participating in the test rate the effectiveness of the CSA 2010 operational model -- both in its impact upon safety and its effect on state and federal resources. This is a critical step toward achieving the program's goal: reducing commercial vehicle-related crash fatalities through increased compliance and interaction with more carriers and drivers.

The 30-month test will end this summer with the implementation of the program nationwide. It's been an adjustment, but industry comments have been positive and the team approach is something MoDOT and FMCSA enjoy. Motor carriers appreciate the early contact and assistance by safety enforcement agencies to help them correct their unsafe behaviors before they lead to problems.

MoDOT Responds Quickly to Provide Needed Transit for Seniors

Thanks to the quick thinking of MoDOT's Multimodal Operations employees, residents at a St. Louis area independent living facility have an emergency transportation need resolved.

Gambrill Gardens is a not-for-profit independent living center in Ellisville. They utilize a wheelchair-lift-equipped transit vehicle daily to assist residents

with doctor appointments, grocery shopping and other errands. A crisis occurred for them this month when their vehicle was deemed unsafe and unavailable for use. In fact, Jim Manis with Gambrill Gardens called it "an emergency transportation need."

The normal method for the facility would be to work through a grant application process to request funds for

assistance in purchasing a new vehicle. With seniors that need transportation each day and a tight budget, Gambrill Gardens didn't have the time or money for that process and required a faster way to help their residents.

Manis sent out a call for help

and MoDOT employees were quick to provide an innovative solution that enabled the facility to have a vehicle for use within two weeks.

Recent federal recovery act funds enabled MoDOT to replace a large amount of existing rural and small urban transit vehicles. Most had 200,000-300,000 miles and had far exceeded useful life. Once vehicles are replaced, the Multimodal Operations unit works with local transit agencies to dispose of the used vehicles. They were able to work with Manis to quickly arrange the purchase of one of these older vehicles that still had some life and meet the seniors' needs.

"It is not the new vehicle we eventually would like to get, but it really helped

us get through this emergency," said Manis.

"We normally are only able to help with about half of the new vehicle requests we receive," said Brian Weiler, MoDOT's multimodal operations director. "But recovery act funds created this unique opportunity to help."

MoDOT administers several federal and state assistance programs for Missouri, thirty-five public transportation agencies and about 190 specialized transportation providers.

"We didn't expect help so quickly," said Manis. "Government doesn't usually act this way, and it really helped us to get through this emergency."



Left to right: Shirley Tarwater, senior multimodal operations specialist, Jim Manis, Gambrill Gardens director of fun development, Chris Brundin, senior multimodal operations specialist, Diedre Rombach, Gambrill Gardens director of ctivity and Mike Cicchese, Gambrill Gardens executive director.

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Central Office employees were treated to a holiday concert on Dec. 14 by the Thomas Jefferson Middle School orchestra. TJMS is MoDOT's Partner in Education.

Cathy Morrison

D1

Northwest

Last Month in the Northwest District

by M. Elaine Justus

The 2009 Tool and Equipment Challenge competition was the top story in our District last month. With six areas of competition, we received submissions in five.

Ice and Snow Category: The Lathrop building submitted the winning district entry for the tool portion of the category. Called “The V-Bed Removal Tool,” it allows you to safely load or unload a V-bed from a truck completely from the ground in under two minutes. In the equipment portion, the Eagleville building won with a truck mounted snowplow that hooks to a four-wheel drive tractor for clearing Welcome Center lots and intersections.

Preventive Maintenance Category: Special Crews submitted the winning tool, the “Gear Puller.” This tool allows them to remove the sprocketed gear from the wheel saw in 15 minutes. The winning equipment portion submission came from the Coffey building. Called “The Bridge Flusher,” it flushes bridges as a moving operation and is controlled solely by the operator behind the wheel.



David Iddings

The district winner in the equipment portion of the preventive maintenance category is the “The Bridge Flusher.”

Drainage Category: The only submission in this category was by Maintenance Superintendent Barry Arthur. He developed a color-coded database that tracks drainage structures in any given county, along with information about past and pending work.



Steve Stratton

The district winner in the tool portion of the preventive maintenance category is the “Gear Puller.”

We were excited to see the northwest area of Missouri featured in the December 2009 issue of Smithsonian magazine. Jim Banister of Rock Port, Mo., submitted an article about Rock Port’s move toward 100 percent wind power. The erection of that wind farm, and several others in Northwest Missouri, has presented a number of challenges to our aging state highways.

As in every District, the Adopt-A-Highway program is an important part of keeping our highways free of litter. One of our longest-term adopt-



M. Elaine Justus

Rock Port, Missouri was featured in the December 2009 issue of Smithsonian Magazine.

ers is the Jamesport Future Farmers of America. They have been active participants since October of 1989. It was no surprise to us, therefore, to see them celebrate their 20th anniversary recently with a trash pick up. The local paper, The Tri-County Weekly, shared the following: “On Oct. 6, local FFA members gathered to participate in the

Adopt-A-Highway litter pick up. The event began at 5 p.m. and FFA members walked from the Ag Building to the softball field picking up litter along the way. Community service is an important part of the FFA organization and members are very willing to help out, even on a cold evening like last Tuesday.”



Courtesy of The Tri-County Weekly

The Jamesport Future Farmers of America have been Adopt-A-Highway participants since 1989. They celebrated their 20th anniversary appropriately this year with a group pick up.

The View From The Road

by M. Elaine Justus



Holly L. Murphy

Remember the Burma-Shave signs? It was an advertising pitch started in 1925 that sold products using clever rhymes on road side signs. These signs may not rhyme, but they sure get the message across for the property owners, Bill and Agnes Meyer, who live along Route VV in Nodaway County. The signs appear along a well-traveled roadway that leads to the Benedictine Monastery of Conception Abbey.

6



Larry Parsons

The district winner in the tool portion of the ice & snow category is the “V-Bed Removal Tool” which can reduce the time necessary to safely install and uninstall a spreader to under two minutes.

for more info

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D2

North Central

A Big Vision for Minor Roads

by Tammy Wallace

District Maintenance and Traffic Engineer Travis Wombwell presented the 2010 Minor Roads Plan to supervisors during their quarterly meeting in December. The plan uses several dif-



More good news for minor roads as Wombwell shares the 2010 plan with supervisors.

ferent continuous treatments to improve minor roads.

Wombwell says a variety of factors determine what type of treatment each roadway will receive; such as the condition of the base under the roadway, the roadway surface, traffic volumes and

when and what type of treatment was last received.

The 2010 Plan

Cold mix overlay	36 miles
Patch and flycoat	112 miles
Aggregate seal	226 miles
Contract hot mix	105 miles
Total	479 miles

The plan also calls for 100 bridge deck seals, culvert work, identifying and prepping bridges, identifying extensive patching routes, a plan for striping, coordination of the Safe and Sound Bridge closures and tracking the costs and accomplishments. Every county in the district will benefit from the plan.

Looking back at minor road work just a couple of years ago shows how our focus has shifted to our minor roads. In 2008, only 181 miles of minor roads in the district received any type of continuous treatment; compared to 473 miles in 2009 and the planned 479 miles in 2010.

Last of the season

There were several good reasons that the improvements to Route 65 wound up as Number 1 on the district's Top 10 for 2009. It was for those same reasons that representatives for state and federal legislators, state representatives, county

stripes, shoulder upgrades, bridge repairs and more across Livingston, Carroll and Saline Counties was definitely worth celebrating.

All those taking part in the ceremony



commissions and other local officials turned out in 27-degree weather to celebrate the improvements.

The 73-miles of resurfacing (four miles of diamond grinding) including rumble

had traveled on the new smooth surface and remarked on the smooth ride, safety improvements and economic development aspects this \$20 million dollar investment brings to the area.

This was the last celebration for 2009.

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277 miles of aggregate seal work was accomplished in the district in 2009 with another 226 miles scheduled for 2010.

First snow fight garners district-wide assistance

by Anthony Zuccarini

Although the recent snow and ice came hard, superb storm tracking and swift emergency planning helped MoDOT in clearing the way.

According to Maintenance Superintendent Dale Niece, the ability to effi-

ciently move personnel and equipment to affected areas was instrumental.

“We essentially moved people, motor graders, and trucks from the southern areas of the district to the northern areas,” he said. “Everything went really good.”



District 6 assisted by sending motor graders and trucks.

Mercer and Putnam counties were the most affected by the snows, coming in at between 8 and 10 inches. Parts of Adair County received between 6 to 8 inches.

“The hardest part was visibility,” Niece added. “With high winds the snow kept drifting.”



Top - Strong winds created blow-back problems for crews fighting the storm. Bottom - Looking better as winds die down and the sun warms the pavement.



The annual golf outing held by construction and maintenance divisions of Saline and Howard Counties raked in another large amount of cash during the tournament. This year, the group split the proceeds between the Fallen Worker Memorial Fund and the District Employee Fund. Representatives of the group – Mike McGrath (left) and Milton Wright (right) present Systems Management Director Don Hillis with an \$880.00 check to the Fallen Worker Fund. Don traveled from Jefferson City to Marshall to accept the check. The same amount was donated to the district's Employee Fund.

D3

North east

The Cross-Training Academy

Senior Construction Technician Tom Shrum has a degree in accounting and likes numbers. So when a “cross-training academy” was offered in the business department, he took the opportunity to learn more about the financial side of MoDOT. “I’ve learned the entire process about how purchase orders are put through the system and have enjoyed the experience,” he said. He’s also learned that the engineering side of MoDOT is not the only department that uses acronyms. “I’ve learned about PVQ’s and VIQ’s, as well as others,” he joked.

Tom is not the only one benefitting from the cross-training. Six employees who had expressed an interest in learning more about business and benefits have been participating in the academy, developed by Support Services Manager

Sherri McGregor and her staff. “We were short on staff, so the academy idea was created to save time by covering the basics with all of the ‘students’ at once rather than repeating it six times,” she explained. McGregor, a former high school teacher, is familiar with being efficient in education. Using the MoDOT values as a guide, this experience demonstrates the MoDOT values of supporting and developing our employees and teamwork.

The academy classes began in October to familiarize the trainees with the processes for coding and budget, and they were able to see demonstrations of tasks performed in the department. In November, the “students” began a rotation of working one-on-one with individual employees. In December, the students

worked one on one with business staff, then were ready to “fly” on their own. They were each assigned a “leader” to assist them with coding questions and handle approvals. The academy will be evaluated to determine the office staffing needs and whether others should be cross-trained. “Everyone worked very well together, and we have been really pleased with the program,” McGregor noted.



Kim Barnett, a senior financial specialist in business and benefits, assists Tom Shrum in learning about the payment process.

8

Holiday Cheer For Children

Excitement builds throughout the year in anticipation of the annual Children’s Christmas Party. That excitement



was matched by the 18 children from Palmyra Head Start who were treated to a special day at MoDOT, complete with presents, Santa and Mrs. Claus, cookies and milk, and yes, a good spoiling! Fund raisers are held each year to support the committee that puts on this memorable event that helps children in the area who are not as fortunate. The Northeast District has been holding a fundraiser for disadvantaged families for more than 30 years.

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Around the District



Ten Skills USA students and their advisor from Hannibal High School assisted with some repairs on the Mark Twain Rockscape in Hannibal.



Northeast District staff traveled around the district to review 2009 and provide updates to legislators and media about what is to come in 2010. Bob Manzke, transportation planning liaison, left, shares information about the enhancements and ARRA funding throughout the district.



Kyle Lubke, a sophomore at Palmyra High School, was the first winner of the \$25 gas card given away during the Drivin’ Clean at 16 program. He is pictured with NE Regional Blueprint Committee member and Palmyra Chief of Police Ed Bogue.



Assistant District Engineer Dave Silvester, Hannibal maintenance crew member J.R. Muehring, and District Engineer Paula Gough, give goodies to some of the kids at the annual Christmas Party for disadvantaged children.

Here We Go Again

It’s been just over a year since a section of Route 79 near Ashburn broke off and slid down a hill. It was repaired within a few months. In November, just up the road, another section showed a significant crack, and MoDOT closed the road. Less than a week later, a 35 foot piece portion of the highway slid down the hill. “We are monitoring eight areas along a one-mile section of 79,” Geo-technical Specialist Lydia Brownell told key stakeholders at a meeting last month. At this time, engineers are working on short-term and long-term solutions, considering the aspects of safety, timeliness and value.



(Top) About 35 feet of road has slid down the hill. (Bottom) Lydia Brownell with MoDOT addresses the audience at a key stakeholder’s meeting.

D4

Kansas City Area

District 4 Recognized for Sustainability Policies

by Michele Compton

District 4 was honored by the Mid-America Regional Council (MARC) in November for supporting and furthering an environmentally sustainable community.

MARC annually highlights and promotes exemplary sustainability-related policies, programs, practices or projects in the Kansas City region. Project honorees exemplify the great

progress that has been made in the area for creating a more sustainable community.

“MoDOT is committed to preserving resources, including financial, environmental and human resources,” said Sharon Taegel, assistant to the district engineer. “The Kansas City District has undertaken a series of activities and modifications intended

to not only reduce costs to but also improve the environment, as well as the health of employees and public.”

Employees actively participated in the effort, many volunteering to be part of a “Green Team” that championed improvements such as installing energy efficient doors, windows and siding. The office also added motion sensor lights, set automated temperature systems, planted natural grasses on the campus to reduce mowing, implemented a “No Idling” policy and requested that employees always shut down the computers every night.

“We learned to make the best use of our resources, including human resources and employee passions,” said



Sharon Taegel, Assistant to the District Engineer, received the award and presented a five-minute overview of our sustainability success story.

Taegel. “Many individuals want to move forward with green or sustainable ideas. They will volunteer time, ideas and make things happen rather than having tasks assigned because it is someone’s job.”

MoDOT was one of only 11 honorees to receive the award, and only one of three focused on transportation and infrastructure.

The award committee is comprised of local planning and design professions that support sustainability throughout the Kansas City region.



MoDOT created an interactive display to show at the MARC presentation, which included a two-minute video highlighting our various energy and environmental successes. You can watch the video on our youtube channel at www.youtube.com/modotkc.

D4 and Jackson County Commit to a “Community Beautiful”

by Kerri Lewis

Communities across Jackson County have joined D4 and the Jackson County Sheriff’s Department to form the Jackson County Cleanup Coalition in an effort to provide a more beautiful and cleaner county for all to enjoy through education, participation and prevention efforts. The JCCC is a collaborative effort of MoDOT and Jackson County communities working together to prevent and cleanup litter within the county. The group was formed to address the growing need for litter control across the area.

Currently, the JCCC is working with local community cleanup groups

such as Adopt-A-Highway, Bridging The Gap, and Adopt-A-Street on a yearlong campaign called “Community Beautiful” to address the litter problem and increase awareness. The kick-off began in November.

“Community Beautiful” is an outreach program through the JCCC, to prevent litter from accumulating along the city and state roadways, while educating the public and changing perception about litter.

For more information or to become involved, please visit the Web site at http://www.modot.org/kansascity/major_projects/cleanup_coalition.htm.



Members of the Lee’s Summit area Adopt-A-Street group work to collect litter and help cleanup a busy roadway as part of the Community Beautiful campaign.

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D5

Central

Ribbon-Cutting Ceremony Opens Route 763 in Columbia

Nearly three miles of two-lane, highly traveled roadway in Columbia is now a spacious, four-lane route with sidewalks and bike lanes. The \$13.9 million Route 763 project was completed in mid-December and the Central District celebrated the new highway with a ribbon-cutting ceremony on Dec. 14.

The 2.8 mile project, which extended from Big Bear Boulevard to Route 63, also included four signalized intersections and a roundabout at Route VV and Prathersville Road. The improved highway includes two northbound lanes and two southbound lanes, separated by a raised median.

“The widened roadway now better accommodates traffic volumes in this rapidly developing area, said Dis-



District Engineer Roger Schwartz during the ceremony, where about 50 people braved the cold and windy weather.

trict Engineer Roger Schwartz. “Ultimately, these improvements increase safety for the citizens who use this highway.”

Representatives at the ribbon cutting included city and county officials, who expressed their appreciation for the smoother traffic flow, improved safety, and economic benefit the new highway will bring.

The City of Columbia was a partner in the project, contributing to the cost of relocating utilities underground.

Approximately 35 percent of the additional right of way needed to widen the highway was conveyed by individuals and businesses to MoDOT without receiving monetary compensation by the Department.



Boone County Presiding Commissioner Ken Pearson and Columbia Mayor Darwin Hindman cut the ribbon for the new Route 763.

10

Snug and Safe in Their Car Seats

Donations received in memory of retired MoDOT employee Farand Lutjen were used to purchase child safety seats for the Cardinal Kids Preschool in Lincoln. Lutjen worked for MoDOT for 32 years and retired in 2008 as the Lincoln maintenance supervisor.

With their new car seats in place, the students took their first field trip ever to a Christmas tree farm in Knob Noster.



Preschoolers Dylan Fulks and Lexie Dulan snooze on their way home from the tree farm.

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Spreading the Safe Driving Message at Mizzou Basketball

by Holly Dentner

How difficult it is to throw a basketball through a hoop? Some people can make it with little practice but lots of luck. Others work on it every day, so they’ve got lots of experience. But even the most skilled professional would have trouble getting “nothing but net” when they’re impaired by drugs or alcohol.

The same could be said for getting behind the wheel. No matter who you are or how much experience you’ve had, there’s no guarantee that you can safely operate a vehicle if you’re impaired.

The Coalition for Roadway Safety’s Central Region shared that message with basketball fans at the University of Missouri on Dec. 5.

They set up a mini basketball hoop and some eye-catching banners in one corner of the Mizzou Arena and offered people the chance to try making baskets wearing fatal vision goggles that simulate the sensation of being impaired.

“The coalition feels our partnership with Mizzou Athletics is a great way to reach out to our target audience,” said Central Region Coordinator Matt Myers. “We can share our safe driving message and educate college students and sports fans about the dangers of texting and driving or driving impaired.”

While some participants did better than others at the basketball hoop, it was obvious that everyone who put on the goggles that evening could feel the impairment.



Most people weren’t even close to getting the basketball through the hoop while wearing the fatal vision goggles.

But there are too many people out there who don’t realize or don’t care that they’ve had too much to drink and they’re about to make a terrible choice by drinking and driving. Last year in Missouri, 262 people were killed, 1,113 seriously injured and 3,398 received minor injuries in crashes involving an impaired driver.

While the fatal vision goggles offered a good time at the game, the message was a serious one that the coalition will continue to share. Don’t drink and drive. Be safe, and ARRIVE ALIVE.



The coalition was recognized during the Dec. 5 Mizzou basketball halftime presentation, where Hallsville Police Officer Tony Fields accepted a plaque on the coalition’s behalf.

District Employees Head North to Fight Winter Weather

Storm conditions developed on Dec. 8 and went from bad to worse in the northern part of the state, where the temperature dropped and the winds increased until motorists found themselves stuck in blizzard-like conditions throughout the day.

It was the first big storm of the season, and since the central district didn’t see the same impact, seven district employees headed north to Maryville and St. Joseph to help District 1 clear snow-covered routes.

“Our maintenance crews are glad to help other districts, but we realize that odds are they’ll return the favor to us some day,” said Mike Teel, District Maintenance Engineer. “Getting volun-

teers during this busy season says a lot about the dedication of our employees to step up and get the job done.”

Six maintenance employees, one mechanic, three motor graders with plows and wings and three support trucks with plows were used through Dec. 11 to help clear snow-covered roadways in northwest Missouri.

Volunteers included Senior Maintenance Worker Willy Alford, Maintenance Crew Leader Chuck Brandes, Senior Equipment Technician Floyd Brown, Senior Maintenance Worker Randy Demery, Senior Maintenance Worker Chris Draffen, Maintenance Crew Leader Cary Simcoe, and Senior Maintenance Worker Sam Wehmeyer.

D6

St. Louis Area

District 6 Maintenance Employees Selected for New Positions

by Kara Price

Bruce Pettus now serves as MoDOT's maintenance superintendent for the West County area. He started his career with MoDOT in 1994 and recently celebrated his 15th year with the department.

Pettus has spent his entire career at MoDOT in District 6 starting in the maintenance department. He then went to Motorist Assist where over the years, he served in many positions: motorist assist operator, motorist assist



shift supervisor and senior motorist assist supervisor. In 2003, Pettus became the district incident management coordinator where he has served until his recent move to maintenance superintendent for the West County area.

Pettus is a St. Louis native and married to his wife, Patty. They have a daughter named Shannon.

Ken Jenkins now serves as MoDOT's regional maintenance supervisor for the Ballas maintenance building. He started his career with MoDOT in 2000.

Jenkins has spent his entire career at MoDOT in District 6 starting as a service station attendant. He then went to Motorist Assist where over the years he served in the following positions: motorist assist operator and motorist assist shift supervisor. In 2007, Jenkins became the supervisor of the St. Louis County funded Interstate 64 Traffic Response Team. In May 2009, he became the maintenance supervisor for the new District 6 special operations crew. Recently, Jenkins has moved to

Christina (Chris) Hannar now serves as MoDOT's maintenance superintendent for the St. Charles County area. She started her career with MoDOT in 1992.

Hannar has spent her entire career at MoDOT in District 6 starting as a maintenance worker for Normandy Landscape. She then went over to the St. Charles maintenance building where over the years, she served in many positions: intermediate maintenance



worker, maintenance crew leader and assistant maintenance supervisor. In June 2009, Hannar became the regional maintenance supervisor for the Wentzville maintenance building, where she served until her recent move to maintenance superintendent for the St. Charles County area.

Hannar is from northern Illinois and is married to her husband, Jess. They have two sons named Randy and Josh.



the Ballas maintenance building as the regional maintenance supervisor.

Jenkins is from Fontana, California, and is married to his wife, Dorie. They have three children named Mallie, Chase and Mason.

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St. Louis Celebrates Fun on the Freeway

by Linda Wilson



Approximately 20,000 people walked, ran and biked on the new lanes of Interstate 64 in St. Louis on Dec. 6 for the grand reopening "Fun on the Freeway" festivities. District 6 employees throughout the St. Louis region staffed every on and off ramp to direct people and hand out "Fun on the Freeway" stickers.

Thanks to all the volunteers who helped greet our customers and share in the festive mood of the day. The event included a food drive for a local service that supplies more than 40 food pantries. MoDOT employees from throughout the district collected nearly pounds of food plus \$100! Grand totals for the drive were 3,500 pounds of food and nearly \$7,000.



Resident Engineer Niall Jansson sits on the front-end loader full of nearly 2,000 pounds of food, mostly collected by MoDOT employees.



Senior Engineering Professional Dave Henroid, a retiree working on the I-64 project, grabs another roll of "Fun on the Freeway" I-64 stickers to hand out to the public.



Assistant District Construction and Materials Engineer Larry Brooks passes out "Fun on the Freeway" I-64 stickers to kids as they walk on the new Hampton Avenue bridge over I-64.

D7

Southwest

Alternate Passing Lanes Finished

by Lori Marble

The Route 60 alternate passing lanes project from Monett to Republic, one of the first Economic Recovery projects in the nation, wrapped up in late November.

The Missouri Highways and Transportation Commission awarded an \$8.7 million contract to Journagan Construction Company, Springfield, on Feb. 17, who then began crushing rock for the project that same afternoon.

The project included building short lanes on one side of the two-lane highway that alternated between the eastbound and westbound lanes; allowing motorists from both directions ample opportunity to pass. The highway was also resurfaced, and edge line and centerline rumble stripes were added.



“The alternative passing lanes improve the traffic flow,” said Steve Campbell, resident engineer. “Before this project, it wasn’t uncommon to have a difficult time traveling Route 60 and be-

ing forced to travel behind a string of traffic. Now it is easier and quicker to drive from one end to the other.”

Near the halfway point of construction,

the district experienced numerous days of excessive rainfall. As soon as the skies cleared, Journagan began laying asphalt practically 24 hours a day, seven days a week in order to meet their Nov. 20 completion deadline.

“They were paving every waking hour the weather cooperated,” said Campbell. “Journagan put a great deal of effort and resources toward meeting that completion date.”

Regardless of round-the-clock work schedules or the addition of new lanes, MoDOT crews and Journagan worked to ensure only minimal delays to motorists.

Through the Economic Recovery Act, construction was accelerated from 2011 to February 2009.

Joplin Welcome Center Mural Installed

by Wendy Brunner-Lewis

Travelers who come into the I-44 Welcome Center near Joplin tend to stop just outside the hospitality area and stare at the wall. On it is an eye-catching collage of bright colors and regional images on a background of assorted license plates, thanks to Kan-

sas City artist Matt Dehaemers. Dehaemers installed the Welcome Center mural in mid-December. The background includes over 500 license plates from each of the 50 states. The foreground is the word “Joplin,” and inside the letters are pictures of the Hornet spook light, Thomas Hart Benton, astronaut Janet Kavandi, Bonnie and Clyde, the Battle of Carthage, the Redings Mill Castle, Joplin’s Langston Hughes, Red Oak, Marlin Perkins, miners and various recreational activities.

“The mural has been a real focal point for people when they come inside,” said Kammy Bramlett, a Welcome Center employee. “I love to watch their faces when they see the mural head-on. They stand there for the longest time, just taking it all in.”

See more pictures at www.facebook.com/MoDOT.Southwest.



Matt Dehaemers painted the mural on panels and installed them on the Welcome Center walls.

Lori Marble

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Mt. Vernon Interchange: On Time, Under Budget

by Wendy Brunner-Lewis

Cold, windy weather didn’t deter several dozen Mt. Vernon residents and dignitaries from celebrating

the opening of the I-44/Route 39 interchange in early December.

The presentation portion of the ceremony was held in the Relax Inn lobby with the smooth-flowing traffic on the interchange as a backdrop. The ribbon cutting took place across the outer road.

The \$10.6 million interchange includes a five-lane bridge, traffic signals at each ramp, lighting along the ramps and resurfacing of the Business Loop.



District Engineer Becky Baltz presents APAC-Missouri’s David Wilkins with an award for the project being on time and under budget.

Lori Marble



Mt. Vernon and Lawrence County representatives help Becky Baltz, fourth from left, cut the ribbon to officially open the interchange.

Lori Marble

D8

Springfield Area

D8 Joins Other Districts In Deploying Tow Plows

by Bob Edwards

Thanks to the addition of three tow-plow rigs, District 8 is able to plow snow on four-lane highways with fewer vehicles this winter.

Each tow plow has a front or belly plow or both. Each covers two driving lanes. Using one truck to plow two lanes, instead of running two trucks in tandem, frees up the second truck to plow elsewhere.

“It’s another weapon in our arsenal for combating snow,” District Maintenance Engineer Dave O’Connor said.

O’Connor said the district will gain experience with tow plows simply by putting them on the road. The district also will learn from other districts that have had tow plows for several years.

The rigs will be used in three areas:

- Four-lane roads in the Springfield area, especially Route 60. Main operators: Sunshine Senior Maintenance Workers Brandon Henson and Kris Sandgren.



“It’s a good tool,” said Sunshine Maintenance Supervisor Nick Capra. “We’re going to be using it a lot.”

- Route 65 between Ozark and the Missouri-Arkansas state line. Main operators: Ozark Senior Maintenance Workers Dave Guerin and Lee Long.

The tow plow will be deployed on whatever stretch of Route 65 gets the most snow, Ozark Maintenance Supervisor Glenn Breckner said. “We can adjust it as needed.”

“We’re going to get it out as soon as we have something big enough to plow,” said Bolivar Maintenance Supervisor Scott Noblitt. “We’ll have that rascal out doing its thing.”

- Route 13 between Bolivar and Springfield. Main operators: Bolivar Senior Maintenance Workers Bryan Proctor and Lance Rash.

“We’re going to get it out as soon as we have something big enough to plow,” said Bolivar Maintenance Supervisor Scott Noblitt. “We’ll have that rascal out doing its thing.”



Bob Edwards

D8 at Work

1. Working on a tree-trimming crew along Dallas County Route E near Leadmine are Senior Maintenance Workers Shannon Johnson, left, and Cory Hildebrandt of the Buffalo shop.

2. Checking detour routes for the district’s Safe and Sound bridge improvement program are Intermediate Design Technician Justin Penrose, left, and Design Technician Josh Dugan.

3. Helping cut a ribbon to celebrate completion of the Route 14/65 interchange widening project in Ozark are Branson Area Resident Engineer Gayle Davis, left, Missouri Highways and Transportation Commission member Joe Carmichael of Springfield, center (in black coat), and Transportation Project Manager Chad Zickefoose, far right.



Longtime Maintenance Workers Retire

by Angela Eden

Marshfield Senior Maintenance Worker Tom Bitting

Service: 26 years (Hired April 1, 1984)

Career: Maintenance worker to senior maintenance worker – all at Marshfield, 1984-2009

Memorable accomplishment: Doing all the road signing for the Marshfield area for 21 years

Favorite project: Working on Smooth Roads Initiative and districtwide sign replacement program

Quote: “I demand more from myself than my supervisors have demanded from me. I’ve done good work and I’ve enjoyed it.”

Post-MoDOT plans: Working on his farm near Northview growing hay for horses; attending more Native American pow-wows; taking part in more trail rides

Nebo Maintenance Supervisor Andy Core

Service: 30-1/2 years (Hired July 1, 1979)

Career: Maintenance worker to maintenance supervisor – all at Nebo, 1979-2009

Memorable experience: Ice storm of January 2007 – surviving with no electricity at home or at work

Favorite project: Learning to use the computer to better manage information and improve communications

Quote: “I’ve enjoyed everything we’ve done at MoDOT.”

Post-MoDOT plans: Raising cattle on his farm at Falcon; spending more time with grandkids and wife, Deanie

Galena Senior Maintenance Worker Jose Farley

Service: 33 years (Hired Feb. 1, 1978)

Career: Maintenance worker, Clever, 1979-1981; maintenance worker to senior maintenance worker, Galena, 1981-2009

Memorable experience: Leader of patching crew that repaired roads in Ozark, Fordland, Sparta and Springfield areas

Favorite duty: Running equipment, from rubber-tired excavator to motor-grader

Quote: “MoDOT is a good place to work.”

Post-MoDOT plans: Raising cattle on his farm near Crane; playing with grandkids; spending more time with wife, Debra

Fair Grove Senior Maintenance Worker Gary Mawhiney

Service: 33 years (Hired May 1, 1976)

Career: Maintenance worker to senior maintenance worker – all at Fair Grove, 1976-2009

Memorable experiences: Repairing Sims Creek bridge on Greene County



Bitting



Farley



Core



Mawhiney

Route CC during summer of 2009

Favorite duty: Mowing roadsides

Quote: “We always took pride in mowing. We took pride in clearing roads during snow and ice.”

Post-MoDOT plans: Watching grandsons “play ball;” spending more time with wife, Beth, and his parents

Also retiring: Senior Traffic Specialist Dennis Underhill

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D9

South Central

The South Central District's Top Successes of 2009

by Christi Turkleson

The beginning of each year offers us an opportunity to reflect upon the challenges and successes of the past, as we look towards the future. As we reflect upon the past year in District 9, some significant achievements come to mind:

Improvement of Safety on Our Roadways

We have made several changes to improve the safety of our work zones this year. Six sets of Automatic Flagging Devices were added to our inventory, and we began piloting the use of portable rumble strips in our flagging operations. Annual Refresher Work Zone Training has been added to field employee curriculum to provide employees with an opportunity to share knowledge and stay current on revisions to traffic control standards. Speed limit guidelines for the district were also developed to achieve greater consistency between utility, construction and maintenance work zones. It's not just work zone safety that has improved. 2009 has seen a decrease of approximately 20 percent in fatalities on the roads in the district.

Completion of Projects on Time – or Earlier

The South Central Design team worked aggressively to complete plans ahead of schedule in preparation for both recovery act funding and to utilize savings in other areas of the budget. Plans completed ahead of schedule included 18 ARRA projects, and Safe & Sound bridge replacements over Beeler, Arthur and Bender Creeks in Texas County. Construction and Maintenance also worked at an accelerated pace in 2009. Construction work on a project replacing three bridges on Route 17, North of Waynesville, Mo., was accelerated to meet the regional needs of Fort Leonard Wood traffic, while traffic flow was maintained. Other major projects completed on time included:

- 298 miles of chip seal
- 182 miles of overlay

- Eight miles of four-lane Route 60 opened to traffic
- Construction of 9 miles of 8" concrete overlay on Interstate 44
- Completion of nine Safe & Sound Bridges



The bridge on Route 17 in Howell County over the Eleven Point River was the first Safe & Sound Bridge completed in D9 on April 23.

Increased Efficiency and Value for Every Dollar Spent

South Central employees worked to ensure that taxpayer dollars went farther in 2009. The Right of Way Department was responsible for more than 21 percent of all excess properties conveyed in 2009, while Business and Benefits ensured that 99 percent of all invoices were paid on time. Design re-scoped a project near St. Robert on I-44 to better meet the tangible result for uninterrupted traffic flow. Practical Design also continued to be utilized as a tool, which helped the district stay under programmed amounts for projects. Monies saved from decreased overtime usage were put to use on South Central roads in the form of additional overlays.

Emphasis on Teamwork

Teamwork is essential to achieving superior results. District 9 staff continued to partner with other agencies and MoDOT districts to obtain greater results this year. Design staff completed plans on diamond interchanges in D7, and collaborated with the City of Waynesville to complete designs for GW Lane. Inspectors also worked with District 8 staff on the Conway Welcome Center. Superintendents worked to-

gether to increase staffing of Southern Lube and Weekend Crews as openings arose to better meet district needs.

Meeting Mother Natures Challenges

Each year brings unique challenges from Mother Nature. This year, the South Central District experienced

significant debris on its roads from ice storms in the winter and windstorms in May. Maintenance crews spent hours cleaning debris from roads and roadsides. Staff demonstrated that they are also open to new ideas and flexible. Clean-up efforts were

helped significantly when Maintenance Superintendent Dan Sherbo researched the viability of utilizing specialized equipment and crews to aid cleanup. As a result, roadsides were cleared faster, safer and crews were able to focus on work in other areas.



Chili Fundraiser

by Christi Turkleson

Employees recently held a chili cook-off fundraiser to raise money for local children's charities. Several businesses donated food and other materials, while employees donated chili, service and time.

According to South Central District Safety and Health Manager, and Chili Committee Chairman, Darren Petrus, the committee was pleased with the results. "The generous donations of local businesses helped us generate the most donations for this event we've ever seen. In a perfect world, every child would have a gift to open Christmas morning. Hopefully, these donations

will put a smile on a few more faces this year," he said.

The fundraiser raised a total of \$1,499.60, which was split between Willow Springs High School Bears for a Better Christmas and the Community Christmas Assistance Committee of West Plains charities.

Winners of the chili cook-off were:

- 1st-** The Design department
- 2nd-** Business and Benefits department
- 3rd-** General Services department

Winners of the soup cook-off were:

- 1st-** Denna Tune (potato soup)
- 2nd-** Christi Turkleson (hamburger soup)



District Information Systems Manager Mark Thompson looks on as Chris Miller, intermediate information systems technologist, prepares his bowl of chili.

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D10

Southeast

It's Getting 'Chili' in District 10

Over 1,400 Bowls of Chili Sold: Proceeds to Buy Gifts for Local Kids

With 250 pounds of ground beef, 102 gallons of beans, 125 gallons of crushed tomatoes and sauce, 3,000 packages of crackers, and a lot of chili powder, onions and peppers ... D10 made and sold more than 1,400 bowls of chili to help support the local Christmas Angels program.

MoDOT employees recently used their personal vacation leave to make and deliver over 1,400 bowls of chili to help raise money for area children in need. Proceeds from the event were used to buy gifts for area children through the Christmas Angels program sponsored by US Bank and the Division of Family Services.

This is an event that many MoDOT employees and retirees look forward to every year—and there's a job for everyone that wants to help. From contacting local businesses, to making and stirring the chili, packaging it and delivering it, then collecting and counting the proceeds. And the best part ... purchasing the children's gifts. It takes an organized team of dedicated employees to pull off the annual event every year.

"This is the District's 23rd year for Christmas Angels," said Senior Office Assistant Karen Williams. "Due to everyone's hard work, we sold more chili this year than ever before, making this year our biggest year ever. By volunteering their time, District 10 has made the holidays a little brighter for young

boys and girls in Southeast Missouri this year."

Businesses and organizations in the Sikeston area helped MoDOT provide Christmas gifts to more than 115 area kids who otherwise may not have received anything during the holidays.



D10 employees were able to buy gifts for over 115 children this holiday season, thanks to the combined efforts of many area businesses, organizations and D10 employees. From the employees who bought supplies and made the chili from scratch, to the employees who shopped and delivered gifts, the Annual Christmas Angels chili fundraiser was a huge success for the 23rd consecutive year.



Recent Retirees



Tim Shaffer retired Oct. 1 after 33 years with MoDOT. Shaffer was a Maintenance Superintendent.



Michael Terry retired Nov. 1 after 5 years with MoDOT. Terry was an Intermediate Maintenance Worker.



Willie Robinson retired Dec. 1 after 31 years with MoDOT. Robinson was a Senior Maintenance Worker.

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D10 Celebrates Progress



D10 recently held a groundbreaking ceremony to kick-off improvements to Route 34 in Wayne County. The project includes grading, paving, adding shoulders and some realignment of Route 34 from Piedmont to Patterson. The project also includes resurfacing with paved shoulders from Patterson to the new Route 34 realignment at Silva. This is one of the Southeast District's American Recovery and Reinvestment Act projects.



The first sections of the new four-lane Route 67 are now open to traffic. These improvements extend from the previously four-lane Route 67 in Butler County to two miles south of Route F in Wayne County. To celebrate these improvements, D10 and the Highway 67 Corporation recently held a ribbon-cutting ceremony.

32 Area Schools Participate in Battle of the Belt

With teen seat belt rates below average in the Southeast District, reaching our youth with the "Buckle-Up" message continues to be a top priority for the Southeast Coalition for Roadway Safety.

Unfortunately, hundreds of Missouri teens are killed or injured every year in traffic crashes, and a large majority of those killed are not wearing a seat belt. In 2008, seven out of 10 young people (between the ages of 15-20) that were killed in Missouri vehicle crashes were not buckled up. To add to this dismal fact, young drivers (15-20 year-olds) are overrepresented in crashes both nationwide and in Missouri—although comprising only nine percent of Missouri's licensed drivers, in 2008 these young drivers were involved in 23 percent of the fatal and disabling injury crashes. And, according to recent surveys, only about 40 percent of teens in District 10 are wearing their seat belts—an alarming statistic.

"We continue to have a huge challenge ahead of us in District 10. We have been, and are continuing to reach out to the young people in our communities about the importance of seat belt use," said Regional Coalition Contact Jay Lancaster. "We care about our teens, and we want to see them make good decisions when they get behind the wheel. Battle of the Belt is one of many avenues that our District and Coalition are utilizing to reach our young people."

Battle of the Belt is a high school seat belt challenge where students develop their own creative and unique ways of reaching their student bodies and communities with the important life-saving message of "Buckling-Up to Arrive Alive." As part of the program, students perform surprise seat belt checks at their high school and produce educational campaigns to reach their student bodies on the importance of seat belts.

This year, 32 Southeast schools participated in the 2009 Battle of the Belt challenge -- the highest number of schools in D10 to participate yet. The 2009 Southeast participating schools include: Advance, Bell City, Bloomfield, Bonne Terre/North County, Central Park Hills, Chaffee, Charleston, East Prairie, Farmington, Greenville, Hayti, Jackson, Malden, Marquand-Zion, Meadow Heights, Neelyville, Notre Dame, Oak Ridge, Oran, Perryville, Portageville, Richland, Risco, Saxony Lutheran, Scott City, Sikeston, South Pemiscot County, Southland, Ste. Genevieve, Twin Rivers, West St. Francois County, and Woodland High School.

For more information on how to get involved, contact Senior Community Relations Specialist/District 10 Youth Coordinator Belinda McMurry at belinda.mcmurphy@modot.mo.gov.

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Additional copies are available upon request. Suggestions, questions and comments are always welcome.



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Bottleneck Be Gone

New Railroad Side Track is Helping Deliver Amtrak Passengers on Schedule

by Kristi Jamison

Delivered ahead of schedule and on budget, MoDOT Director Pete Rahn is hailing a new railroad side track for its role in turning around on-time performance of passenger trains in Missouri.

Rahn was joined by other state, Union Pacific Railroad and Amtrak representatives to officially open the new railroad side track just west of California, Mo. A dedication ceremony was held at the California City Hall on Dec. 8.

“We heard loud and clear Missourians’ cries for better passenger rail service,” Rahn said. “We are proud to deliver one of the key projects that will ensure rail passengers continue to arrive on time and our freight moves more efficiently. Working as one, Union Pacific, Amtrak and MoDOT are making great strides toward building a faster and more reliable rail corridor.”

The new \$8.1 million, 9,000-foot railroad side track, where two trains can pass each other, is already adding

capacity and reducing delays on the route used by Amtrak Missouri River Runner trains between Kansas City and St. Louis.

The project has helped unclog a major “bottleneck” caused by a 25-mile stretch of single track between Kansas City and Jefferson City. The new “passing lane” for trains allows a slower-moving freight train to move off the main line so faster Amtrak trains can pass.

The side rail is estimated to reduce passenger train delays by nearly 17 percent per year. In fact, two out of the first three weeks it has been open, Amtrak trains have achieved a 100 percent on-time rate – the first time ever. Ridership on the corridor has held steady over the past two years, but is up 30 percent from 2007.

Sen. John Griesheimer, Washington, Mo., fondly described the project as an early Christmas present for Missourians



Multimodal Operations Director Brian Weiler speaks at the California Side Rail Track opening Dec. 8.

and all Amtrak passengers.

Union Pacific, Amtrak, MoDOT and the state of Missouri worked in partnership on this project to help increase capacity on the St. Louis to Kansas

City corridor. Funding came from a \$5 million allocation specifically for rail development from the Missouri General Assembly and a \$3.1 million grant through the Federal Railroad Administration.

MoDOT To Try Solar Power To Prevent Snow and Ice on Bridges

Every winter, MoDOT uses considerable amounts of labor, salt and other chemicals to remove snow and ice from the state’s roads and bridges. Now MoDOT will become one of the first agencies in the nation to turn to solar energy in an effort to prevent the buildup of snow and ice on bridge decks.

MoDOT has entered into a contract with Pave Guard Technologies, Inc., of Lee’s Summit to install a “solar warming system” on two bridges on either side of Excelsior Springs in Clay and Ray counties. Both are on Route

10 - one to the east of Excelsior Springs over Route 69 and one to the west over the Fishing River. The two bridges are scheduled for deck replacements in 2010 as part of MoDOT’s “Safe & Sound Bridge Improvement Program” that is repairing or replacing 802 of the state’s worst bridges by the end of 2013.

The warming system developed by Pave Guard’s Corey McDonald operates much like radiant heating works in a home’s floor. Tubing is installed in the bridge deck, through which a heated solution is pumped to keep the deck from freezing. The energy to heat the solution is provided by solar panels

mounted near the bridge site. Excess energy produced by the panels when the heating system is not in use can be sold back to local utilities.

“Water and the chemicals used to melt ice and snow are a bridge’s biggest enemies,” State Bridge Engineer Dennis Heckman said. “If we can find a cost-effective way to keep a bridge clear without using chemicals we can extend its life.”

The bridges will be put out for bids in February, with construction scheduled between April-August 2010. The Pave Guard systems are to be operable by

November 2010. MoDOT will evaluate the performance of the systems before making a decision on whether to install more of them on other bridges.

Audio and video soundbites can be found at www.modot.org/newsroom. More information on the solar technology can be found at <http://www.paveguardtech.com/>.